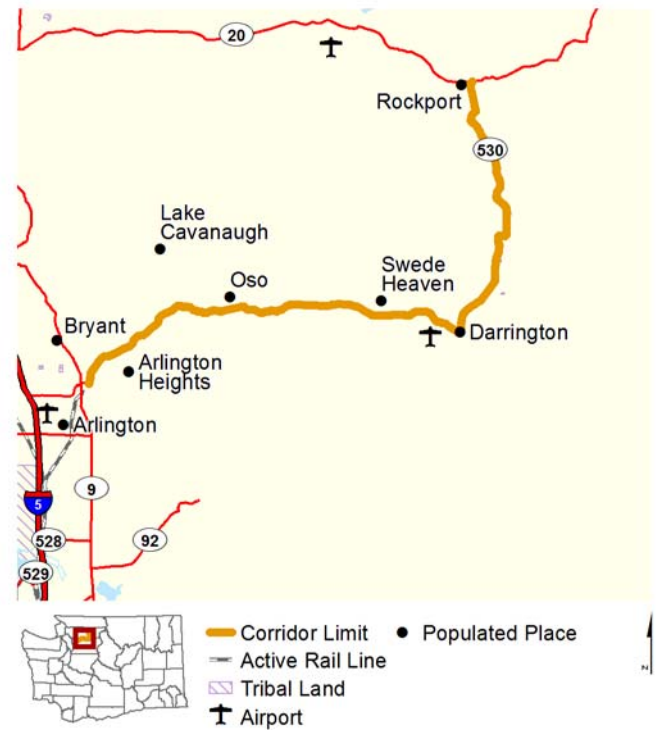


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

*SR 530: SR 9 Jct (Arlington) to SR 20 Jct (Rockport)*

This 46-mile long east-west corridor is located in the northwest region of Washington. The corridor runs between the State Route 9 junction in the city of Arlington and the SR 20 junction in the census designated place of Rockport. The route passes through Trafton, Oso, and Darrington. The corridor is primarily rural in character with land uses outside of the communities being comprised of farmland and undeveloped, open space. The corridor's character within Trafton, Oso, and Rockport is rural with residential land uses, while the character within Arlington is suburban with denser residential land uses. Terrain on the corridor is mostly rolling with some sections of flat topography as it passes through forests and rivers. The route encounters both the Sauk and Skagit Rivers to the north, and the North Fork of the Stillaguamish River at the south end of the corridor. Two airports, Arlington Municipal and Darrington Municipal, are located near the corridor. Natural vegetation on the corridor includes heavy forests, shrubbery, and maintained landscape.



**Current Function**

SR 530 is a state highway located in Snohomish and Skagit counties, and serves as a rural connector route running between the Interstate 5 interchange near Arlington and SR 20 in Rockport. This corridor's primary role is to support the movement of people and goods through rural portions of Skagit and Snohomish County. The highway provides access to Arlington and the rural communities of Oso, Darrington, Sauk-Suiattle Indian Tribe, and Rockport. The corridor is classified as a highway of Regional Significance. Trip attractors on the route include recreational opportunities in the North Cascades, as this corridor is located near both the Mount Baker-Snoqualmie National Forest and the Noisy-Diobsud Wilderness. Community Transit provides a transit route serving the communities along the route and is supported by four park and rides with 152 spaces. While this corridor serves as a bicycle route, bicyclists must use the corridor's narrow, not always paved, shoulder.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

This section of SR 530 is a two-lane, undivided highway. Some corridor segments include slow vehicle turnouts, as well as strategically placed two-way left turn lanes in more developed sections. The annual average daily traffic on this corridor is highest near its junction with SR 9 in Arlington and lowest at its junction with SR 20 in Rockport.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 93% of surveyed pavement on the corridor is in fair or better condition.

### What needs to change?

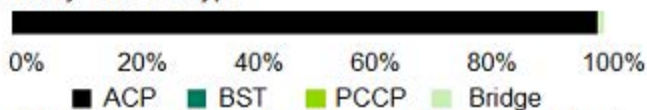
- The corridor has four bridge preservation needs, three of which are for seismic retrofits.
- 28 fish passage barriers are present on the corridor.
- Portions of the corridor are rated high for climate vulnerability impacts.
- There are many challenges where left turn acceleration and right lane turn deceleration exist.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

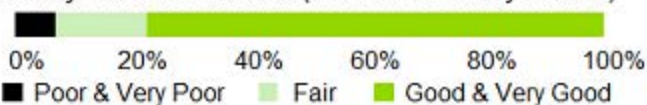
High	Low	
12,068	1,125	Annual Average Daily Traffic (AADT)
14.1%	8.6%	Bus/Truck Percent
93		Number of Lane Miles
5		# of Signalized/Stop Controlled Intersections
\$69,281,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

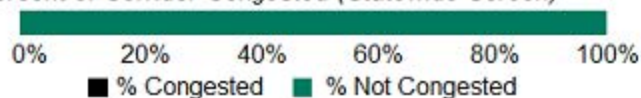


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50.8% Passable	49.2% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	50% Resolved	50% Unresolved
Wildlife Connectivity	0 Structures in Place	17 High Priority Miles
Stormwater Treatment	15 BMPs	Retrofit Prioritization in progress
98.5	% of Corridor with high potential for increased Climate Impacts	
5	Wetland Mitigation Locations	
3	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system. WSDOT has a planned Chronic Environmental Deficiency action on this corridor.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>

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#### Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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#### Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance of snow and ice control, pavement repair, and vegetation control.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 60% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>

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#### Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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## For more information

To find out more information about this corridor or how to get involved, please contact:

### Todd Carlson

NW Mt. Baker Area Planning Office  
Planning & Engineering Services Manager  
360-757-5980  
carlsot@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

#### **Americans with Disabilities Act (ADA) Information**

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

#### **Title VI Statement to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

#### **Información del Acta (ADA) de Estadounidense con Discapacidad**

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Titulo VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Titulo VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Titulo VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.